Installation Transportation Office

LTC Steven Barney

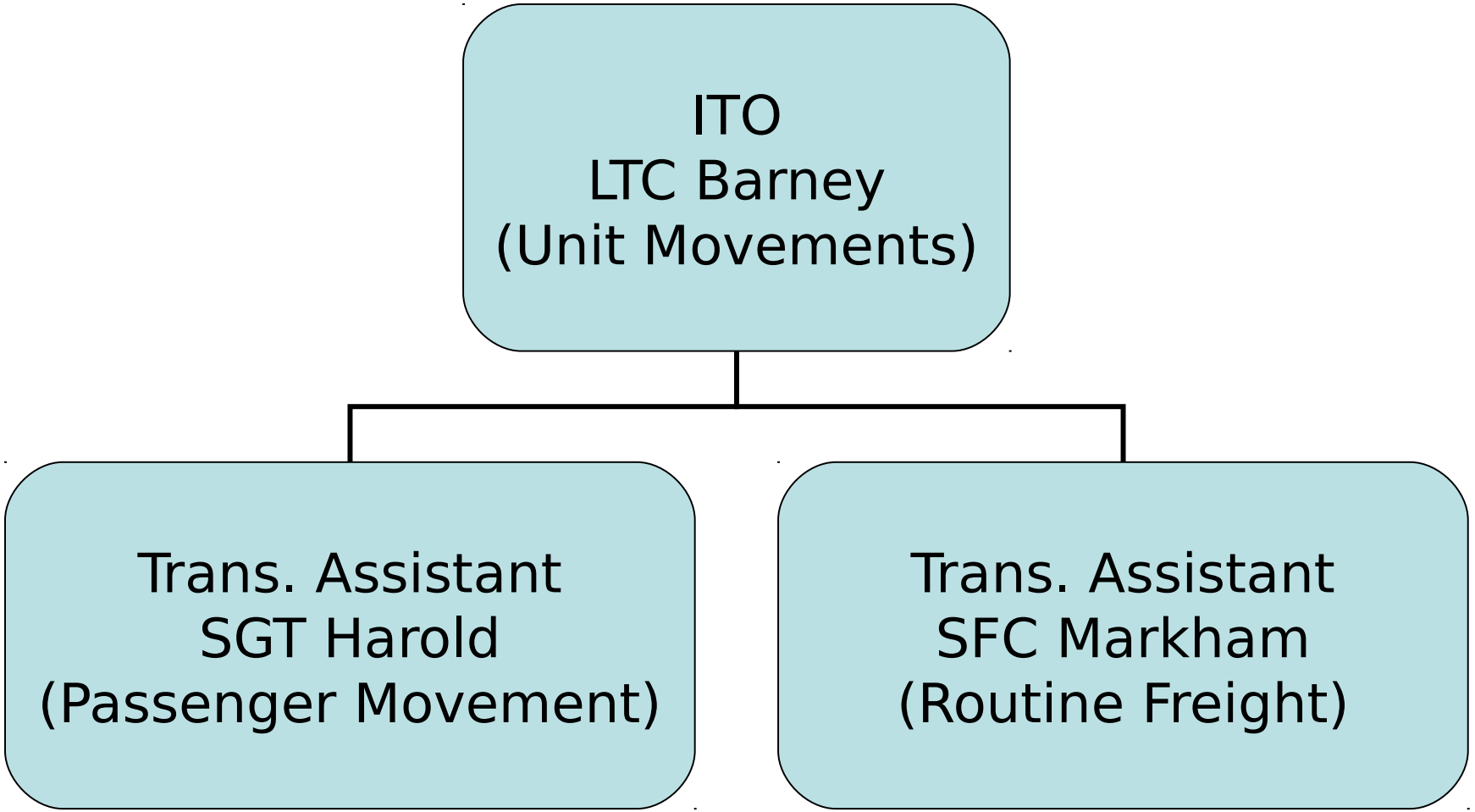
Mission

TO PROVIDE STAFF GUIDANCE, EXPERTISE AND COORDINATION ON ALL MATTERS CONCERNING THE MOVEMENT OF EQUIPMENT AND PERSONEL IN SUPPORT OF ALL OPERATIONS

Agenda

- Overview of office staff
- Unit Movement Planning
- Convoy Operations
- Individual/Group Passenger Movement
- Movement of Equipment
- Helpful Hints and “Murphy's”

Office Staff



Unit Movement Planning

- Each unit should have a appointed Unit Movement Officer (UMO)
  - Appointed in Memorandum Format
  - Responsible for maintaining Unit Movement Plans and Data
  - Update and Maintain TC-AIMS Organizational Equipment List (OEL)
  - Supervise preparation and execution of unit load plans

Unit Movement Planning Cont.

- Mobilization Unit Movement Plans
  - OPORD Format with Service Support Annex
  - Vehicle Load Plans
  - Equipment Consolidation Plan
  - Logistical Considerations
  - Strip Map to MOBSTATION
  - Located in MOB File

Unit Movement Planning Cont.

- TC-AIMS Unit Movement Data
  - Updated at least annually or as significant changes occur
  - Organizational Deployment List (ODL)
- CONUS Mobilization/Training JRTC/NTC
  - Company Level-Begin coordination through S-4 Channels 90-120 days prior to movement/training
- OCONUS Training/KFOR/SFOR
  - Company Level-Begin Coordination 180 days prior to movement of equipment

Convoy Operations

- 5 Or more vehicles traveling over a common route with a common destination is a Convoy
  - Requires a Convoy Movement Order
  - Submit DD1265 (Request for Convoy Clearance) 90-120 days prior to AT Move and 60-90 days prior to IDT Move (POC MAJ Anthony Miller)
  - Convoy/Movement of outsized equipment requires a Special Hauling Permit (DD1266)

Convoy Operations Cont.

- Movement of Hazardous Material (MAZMAT) requires a DD836 signed by a properly trained HAZMAT Certifying Official
  - Bulk Fuel
  - Ammunition
  - Compressed Gasses
  - Solvents

Convoy Operations Cont.

- FM 55-30, Appendix Q, suggested reference for Convoy Planning

HAZMAT Overview

- HAZMAT Defined:

  Is a substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety and property when being transported

HAZMAT Overview Cont.

- Common HAZMAT in Units:
  - Oxygen/Acetylene
  - Batteries and Battery Acids
  - Fuels
  - Insecticides
  - Ammunition
  - Cleaning Solvents
  - Chlorine Bleach

HAZMAT Overview Cont.

- Nine Hazard Classes
  - Explosives
  - Gases
  - Flammable Liquids
  - Flammable Solids
  - Oxidizers
  - Toxic Materials
  - Radioactive Materials
  - Corrosives
  - Misc. Hazardous Material

HAZMAT Overview Cont.

- Each Company Level Units should have at least 1 person trained to certify HAZMAT
  - Trained at a DOD Approved School
  - Recertification every 24 months
  - Capable of certifying for all modes of transportation
- HAZMAT Certifying Official must be appointed in writing
- Responsible for ensuring shipments are properly prepared, packaged, labeled and marked

HAZMAT Overview Cont.

- Certifying official must personally inspect cargo before signing HAZMAT Documentation

Passenger Movement

- Individual official passenger services are coordinated through Carlson Wagonlit Travel in Ft. Jackson, SC 1(800)229-6078
  - Unit must provide a travel order AFCOS/DTS
- Movement of 10 or more passengers is considered a group move
- Coordinate Group Movement requirements with Transportation Office 30-60 days out (CONUS) 90-120 (OCONUS)

Passenger Movement Cont.

- MILAIR is coordinated through DCSOPS/J3
- GSA buses are assigned at MACOM level
- (GSA POC MAJ Miller X0649)
- Commercial Bus support is available

  - Coordinate through S-4 Channels for scheduling and S-3 for funding

Equipment/Freight Movement

- Capability to originate a shipment from any unit location
- AT Equipment Moves are normally organic moves if within convoy distance
- Military Transportation Units are utilized
  - Large Volume requests should be submitted 120-180 days prior
- Long distance/large volume moves are generally rail moves

Equipment/Freight Movement Cont.

- Mode of transportation determined based upon volume, distance, cost and time factors
- NTC/JRTC moves are usually exercise funded
- Normal operational budget will not support volume commercial moves
- Required to use DOD/CRAF approved carriers
- Coordination and payment through Transportation Office

Helpful Hints

- Getting there is half the battle
- Movement Planning starts with you
- Develop OPORD Format Movement Plans and perform rock drills
- Actively perform risk management and mitigate risks
- Test your commo before you leave the motor pool and have alternate means
- PMCS is risk management

Helpful Hints Cont.

- Trans Office can deal with challenges early if they know about them
- Trains, planes and trucks are sometimes late, especially if your most important piece of equipment is on it

References and POCs

- CFR 49
- FORSCOM 55-1
- DOD4500.9.R

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Questions?????